

CENTRAL INTELLIGENCE AGENCY

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THIS IS UNEVALUATED INFORMATION

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1. According to Scalimber (fnu), head of a department in the East German State Secretariat for Vehicular Traffic and Highways, about 40 percent of the trucks in East Germany of over two tons in capacity are out of operation because of lack of repair parts. Most of these trucks are of West German manufacture, and parts for them cannot be obtained because of the shortage of West German currency or because the West German plants refuse delivery of the parts.
2. The situation became so acute that the matter was discussed in a meeting of the East German Council of Ministers [redacted] 2  
A suggestion by State Secretary Otto (fnu) that manufacture of these parts in East Germany be initiated was approved, and the East German Ministry for Transportation and Agricultural Machine Construction was designated as responsible for carrying out this program.

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3. [ ] a meeting was held in the East German Ministry for Transportation and Agricultural Machine Construction. and the matter was taken up. The Deputy Minister, Hans Heinz Schober, claimed that there was no hope for normal trade relations with West Germany until after 1954, in fact he expected that the situation as far as automotive parts were concerned would become increasingly worse and that therefore a plant devoted solely to the construction of automotive spare parts would have to be set up in East Germany before the end of 1954. A construction office for designing these parts is to be set up and functioning by 15 October 1953, under Christian Stiasni of Dresden-Hellerau, Auf dem Sand 6. The construction office is to begin work on parts for the more popular brands of trucks i.e. Buessing, MAN, Daimler-Benz, Opel and Ford. Samples will have to be obtained illegally from West German automotive agents.

Comment. Maschinenfabrik Augsburg - Nuernberg AG.

[illegible]

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